



Standard Practice for Sampling and Inspection of Complete and Incomplete Alpine Ski/Binding/Boot Systems in Rental Applications¹

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INTRODUCTION

Adhering to these guidelines may help to reduce the risk of injuries resulting from improper mechanical functioning of releasable binding systems. However, skiing involves inherent and other risks. Injury can result from simply falling down, impact with an object, or from many other actions. Many injuries are unrelated to system function. Furthermore, even a properly functioning system cannot protect the skier in all situations. Therefore, it is to be clearly understood that compliance with these guidelines in no way guarantees that injury can be prevented.

1. Scope

1.1 This practice establishes a uniform method for the sampling and inspection of complete and incomplete Alpine ski/binding/boot systems used in rental operations. This practice is appropriate for use in rental applications in which all or part of the functional components of the system are supplied by the rental facility.

1.2 This practice should be followed by any facility that rents complete or incomplete Alpine ski/binding/boot systems to an end user.

NOTE 1—Refer to Practice F 1063 for equivalent procedures and tolerances for retail systems.

2. Referenced Documents

2.1 ASTM Standards:

F 939 Practice for Selection of Release Torque Values for Alpine Ski Bindings²

F 1063 Practice for Functional Inspections and Adjustments of Alpine Ski/Binding/Boot Systems²

3. Terminology

3.1 Definitions:

3.1.1 *Class I deviation*—a minor deviation that does not require corrective action, defined as ± 16 to 30 %, or two horizontal rows up or down from the selected reference torque value as determined on the binding manufacturer's adjustment chart. Class I deviations are used to determine the frequency of sampling.

3.1.2 *Class II deviation*—a minor deviation that prompts inspection of the entire inventory and corrective action, defined as ± 31 to 45 %, or three horizontal rows up or down from the selected reference torque value as determined on the binding manufacturer's adjustment chart.

3.1.3 *Class III deviation*—a major deviation that prompts corrective action and a review of all procedures, defined as more than ± 45 %, or more than three horizontal rows up or down from the selected reference torque value as determined on the binding manufacturer's adjustment chart. The in-season sampling and inspection program is designed to render the occurrence of a Class III deviation unlikely.

3.1.4 *clean versus lubricated tolerance*—the accepted difference between clean and lubricated test result(s), defined as not more than 20 % of the clean test, used whenever a functional test for binding-boot compatibility is required.

3.1.5 *correction factor*—the value that must be added or subtracted from the initial visual indicator setting to bring the test result within the inspection tolerance (see 3.1.9).

3.1.6 *corrective action*—procedures other than readjustment of the visual indicator setting to include repair or replacement of system components.

3.1.7 *deviation*—the difference between the test result(s) and the selected reference torque value, usually expressed as a percentage of the selected reference torque value.

3.1.8 *initial visual indicator setting*—the visual indicator setting derived from the binding manufacturer's release/retention adjustment chart.

3.1.9 *inspection tolerance*—the accepted difference between the reference torque value and the test result. Defined as ± 15 % of the reference torque value, or ± 3 Nm for twist and ± 10 Nm for forward lean, whichever is greater, or one horizontal row up or down from the selected reference torque value determined on the binding manufacturer's adjustment

¹ This practice is under the jurisdiction of ASTM Committee F27 on Snow Skiing and is the direct responsibility of Subcommittee F27.50 on Shop Procedures (Retail and Rental).

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² *Annual Book of ASTM Standards*, Vol 15.07.